

**CABINET**

**DECISION SUMMARY**

**3 December 2013**

**Item 11 – Use of 20mph Zones and 20mph Speed Limits**

- 1) That decisions taken in relation to 20mph zones, and advisory 20mph speed limits, be taken in accordance with the principles as set out below;
  - (a) 20 mph speed limits:
    - (i) Are only deployed on those on residential streets where speeds are low and a general level of self-compliance can be achieved without enforcement or physical calming measures. i.e – Current mean speeds would need to be in the region of 24mph or below
    - (ii) Require Road safety education to be included in schemes to support desired behavioural change
    - (iii) Will not be proposed on main A/B class or busy distributor roads
    - (iv) Will not be funded through mainstream highway budgets
    - (v) Promoters would need to fund a 20mph speed limits
  - (b) 20mph zones:
    - (i) Continue to be promoted using mainstream highways budgets, where there are safety issues, evidence of casualties and/or excessive/inappropriate speeds. In all other circumstances promoters would need to fund a 20mph speed zones.
    - (ii) Will not be proposed on main A/B class or busy distributor roads unless these are within a village/town centre environment where there is considerable road side activity
    - (iii) Will have a careful choice of physical measures incorporated within each zone based on the specific needs of the location
    - (iv) Will have a minimal number of features used to ensure schemes are self-enforcing without over reliance on traffic calming
    - (v) Require Road safety education to be included in schemes to target road user education
  - (c) Advisory 20mph speed limits:
    - (i) Are only promoted using mainstream highways budgets, where there are safety issues, evidence of casualties and/or excessive/inappropriate speeds. In all other circumstances promoters would need to fund Advisory 20mph speed limits.
    - (ii) Are only deployed outside schools where mean speeds are relatively low at school peak times (<26mph)
    - (iii) Are not suitable for higher speed roads CAB-13-028 Use of 20mph Zones and 20mph Speed Limits

- (iv) Should have road safety education included in these schemes to support desired behavioural change
  - (v) Site specific issues are considered including times of Operation
- (2) That an enforcement partnership with West Yorkshire Roads Policing and West Yorkshire Neighbourhood Policing Teams be pursued where;
- (i) Priorities and how communities can be involved in highlighting locations is agreed
  - (ii) Intelligence is gathered through service requests, seat belt surveys, accident studies, data from SID's, etc
  - (iii) Shared targets are areas of greatest needs, and have standard responses that demonstrate that targeted enforcement does happen.
  - (iv) Police activities are linked into publicity such as the council's Facebook and twitter pages, so that information is relayed into communities to give confidence that enforcement happens
  - (v) Work can be undertaken with PCSO's and Traffic Police to agree processes and encourage consistency across Kirklees.
- (3) That the Leader of the Council be recommended to amend the delegation scheme to delegate all matters in relation to the implementation of 20 MPH zones and speed limits, as detailed in (1) and (2) above, to Cabinet Committee – Local Issues.